

# CHAMPAGNE

MOET & CHANDON'S  
 DRY IMPERIAL... 1 Doz. Quarts \$5.50  
 ... 2 Doz. Pints \$6.25  
 As supplied to  
 H.M. KING EDWARD VII.  
 Sole Agents—  
**H. PRICE & CO.,**  
 12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

## CLUB WHISKY.

THE BEST VALUE ON THE  
 MARKET.  
 Per Doz. ... \$15.  
**H. PRICE & CO.,**  
 12, Queen's Road.

No. 14,036 號陸十叁零千肆萬第 日壹拾式月年亥十二緒光 HONGKONG, THURSDAY, MARCH 19th. 1903 肆拜禮 號玖十月叁年叁零百九仟壹英港香 PRICE, \$3 PER MONTH

**A. S. WATSON & CO., LIMITED.**  
 We are supplying  
**BREWED GINGER BEER**  
 in Stone Bottles.  
**OUR GINGER BEER**  
 Is prepared from the freshest and best  
 ingredients.  
 Is the only GINGER BEER in the Colony  
 that is really BREWED.  
 Is of the highest standard of excellence and  
 purity.  
 Is a refreshing and health-giving beverage.  
 Price (in Stone Bottles), per dozen ..... \$2.25  
 \$1.50 per dozen is allowed for the bottles  
 when received back at our Factories in good  
 condition.  
**A. S. WATSON & CO., LIMITED.**  
 Brewers of Ginger Beer, and Aerated Water  
 Manufacturers.  
 Established 1841. [a1545]

**CUTLER, PALMER  
 & CO.'S**  
 'PRICK \$11.75 PER DOZEN  
 NET  
 "SPECIAL BLEND" WHISKY  
 Blend  
 of Selected  
 Distillations of the  
 Finest Scotch Whiskies  
 Apply to  
**SIEMSEN & CO., Hongkong.** [a436]

**HONGKONG HIGH-LEVEL TRAM-  
 WAY COMPANY, LIMITED.**  
 TIME TABLE  
 WEEK DAYS.  
 7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
 8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
 8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
 9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
 9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
 10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
 11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
 11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
 12.00 p.m. to 12.30 p.m. ... Every 15 minutes.  
 12.30 p.m. to 1.00 p.m. ... Every 10 minutes.  
 1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
 1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
 2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
 2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
 3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
 3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
 4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
 4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
 5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
 5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
 6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
 6.30 p.m. to 7.00 p.m. ... Every 10 minutes.  
 7.00 p.m. to 7.30 p.m. ... Every 15 minutes.  
 NIGHT CARS.  
 8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.  
 SUNDAYS.  
 8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
 8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
 9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
 9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
 10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
 11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
 11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
 12.00 p.m. to 12.30 p.m. ... Every 15 minutes.  
 12.30 p.m. to 1.00 p.m. ... Every 10 minutes.  
 1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
 1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
 2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
 2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
 3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
 3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
 4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
 4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
 5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
 5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
 6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
 6.30 p.m. to 7.00 p.m. ... Every 10 minutes.  
 7.00 p.m. to 7.30 p.m. ... Every 15 minutes.  
 NIGHT CARS as on Week Days  
 Extra cars at 11.30 p.m. and 11.45 p.m.  
 SPECIAL CARS by arrangement at the Com-  
 pany's Office, 38 & 40, Queen's Road Central.  
**JOHN HUMPHREYS & SON,**  
 General Managers.  
 Hongkong, 1st October, 1902. [a2812]

**VICTORIA  
 CYCLE  
 EMPORIUM.**  
 THE pleasure of cycling consists in having  
 a First-class Machine, and the above  
 Establishment is always leading in this respect.  
 We are Agents for the famous "NEW  
 HOWE" and "MONOPOLE" CYCLES,  
 and we also supply fittings of every description.  
 Bargains can be had in Second-hand Machines.  
 Repairs executed with promptitude and skill.  
 Enamelling a Speciality.  
**McKIRDY & CO.,**  
 43 & 45A, QUEEN'S ROAD EAST.  
 Hongkong, 4th April, 1901. [a2584]  
**MACLAREN'S IMPERIAL  
 CANADIAN CHEESE,**  
 IN JARS (MEDIUM AND SMALL).  
 Wholesale and Retail from  
**LANE, CRAWFORD & CO.,**  
 Sole Agents.  
 Hongkong, 22nd October, 1902. [a280]  
**RESIDENTIAL PROPERTY FOR  
 SALE AT FOCHOW.**  
 PRELIMINARY NOTICE.  
 WE are favoured with instructions to offer  
 at Public Auction  
 (as to date to be named hereafter)  
 the commodious and very desirable Property  
 known as  
 "KOON YEC" 公  
 the residence of the late W. P. GILSON, Esq.  
 The house, which is in first-class repair and  
 standing in a pleasant garden, has a noble  
 entrance hall, large double drawing-room,  
 excellent dining and breakfast rooms with large  
 pantry, two large and two small bedrooms with  
 bathroom to each; also wide verandahs on every  
 side.  
 There is good stabling, excellent boy and  
 coolie quarters; also washing house and small  
 conservatory.  
 The Premises may be viewed by card only on  
 and after Wednesday, the 18th March, 1903.  
 Apply to—  
**H. S. BRAND & CO.,**  
 Auctioneers, etc.  
 Fochow, 6th March, 1903. [a2860]

**LANE, CRAWFORD & CO.**  
 NEW STOCK OF ENGLISH SADDLERY.  
**PIGSKIN SADDLES FROM 6 TO 12 LBS.**  
**RACING SADDLES 3½ LBS. POLO SADDLES 7 LB.**  
**NUMNAHS AND WEIGHT CLOTHS.**  
**BRIDLES, GIRTHS, SPURS, BITS.**  
**STIRRUP IRONS AND LEATHERS**  
**RIDING WHIPS, &c.**

**LANE, CRAWFORD & CO.**  
**W. BREWER & CO.**  
 23 and 25, QUEEN'S ROAD.  
 NEW BOOKS AND NEW EDITIONS.  
 Directory and Chronicle for China, Japan,  
 &c. ... \$9.00 and \$5.00  
 Around the World Through Japan, by  
 De Mar ... 14.50  
 Navy and Army Illustrated, Vol. 14 ... 12.00  
 The World of Golf, by G. G. Smith ... 4.25  
 Hockey, by Nicholson Smith ... 3.40  
 Hazell's Annual 1903 ... 3.50  
 Fizzell's Shortland Dictionary ... 3.00  
 Russian Conversation Grammar, by Mott ... 2.10  
 The Wizard's Light, by Heeking ... 2.10  
 The Eccegenius English, by McNeill ... 1.75  
 The World's Finger, by Henshaw ... 0.45  
 "Figaro Illustrate" Christmas Number ... 2.50  
 Autocrat of the Breakfast Table; Pocket  
 Edition ... 0.90  
 The Admiralty and I, by Inman ... 2.10  
 The Act of Success, by Knowlson ... 2.10  
 Practical Hints to Travellers in the Near  
 East ... 1.75  
 After Big Game in Central Africa, by Fox ... 37.50  
 TABLE TENNIS.  
 WHITE WOOD OR MAHOGANY BATS;  
 ALSO WITH SKIN OR GUT BATS.  
 EGYPTIAN CIGARETTES.  
 WILLS' CIGARETTES.  
 LADIES' BOOTS AND SHOES.  
 GENTLEMEN'S BOOTS AND SHOES.  
 NEW STOCK NOTE PAPER AND  
 ENVELOPES IN GREAT VARIETY.  
 BEST MAKERS.  
 A SOLDIER'S LOVE STORY: A  
 ROMANCE OF HONGKONG.  
 by Mrs. R. F. JOHNSON.  
 Price \$1.00. [a33]

**AQUARIUS**  
 "MERE FILTRATION IS, AS PEOPLE ARE NOW BEGIN-  
 NING TO UNDERSTAND, QUITE INEFFECTUAL FOR  
 DESTROYING THE WORST ORGANISMS THAT WATER  
 MAY CONTAIN."—"DAILY TELEGRAPH."  
 THE AQUARIUS COMPANY USE PURE TREBLE-DIS-  
 TILLED WATER ONLY IN THE MANUFACTURE OF ALL  
 THEIR TABLE WATERS.  
**CALDBECK, MACGREGOR & CO.,**  
 SOLE AGENTS, HONGKONG AND CHINA.  
 Hongkong, 11th March, 1903. [a35]

**TABLE DELICACIES**  
**JUST RECEIVED**  
 ANCHOVIES—SPICED.  
 Do. IN OIL.  
 Do. IN SALT.  
 QUEEN OLIVES, OLIVES FARCIES.  
 GRUYERE, CAMEMBERT, NEUFCHATEL, ROQUEFORT.  
 FRESH CHEESE LINBURGER, STILTON (IN JARS), MACLAREN'S (IN JARS),  
 YOUNG'S AMERICAN.  
 FRESH SALAMI, SAUCISSON DE LYON, CERVELAT, WURST.  
 SALT HERBINGS, SALT MACKEREL, SALT SALMON BELLIES, SARDENES.  
 SALT FAMILY BEEF, SALT CLEAR PORK (IN SMALL KEES),  
 SARDINES (BONELESS, ALL KINDS), LEMONS, PICKLES, OIL, BUTTER  
 TOMATOES, &c.  
 CONFECTIONERY (ALL KINDS), DATES (STUFFED WITH WALNUTS),  
 RAISINS, FIGS, ALMONDS, NUTS.  
 Apply to—  
**G. GIRAULT.**  
**CUTLER, PALMER & CO.**  
 ESTABLISHED IN LONDON IN 1815.  
 SHIPPERS TO CHINA FOR 75 YEARS.  
 Their Brands are favourably known all over the World.  
 The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
 \$25 PER DOZ.  
 Distinguished by Four Stars on the label.  
**ANOTHER FINE COGNAC,** \$18.50 per doz.  
 Less old than the above.  
**IMPERIAL BRANDY**  
 \$12.50 PER CASE.  
**THE ELITE OF WHISKY—**  
**THE "PALL MALL,"**  
 \$22 PER DOZ.  
 11 Years old the finest quality shipped.  
 Each bottle bears an Analyst's certificate.  
**C. P. & Co.'s OWN SPECIAL**  
**BLENDED WHISKY,**  
 \$11.75 PER DOZ.  
 Very soft, palatable, and mature.  
**EVERYBODY SHOULD TRY THESE ITEMS**  
**THEY ARE UNEQUALLED AT THE PRICE**  
**AGENTS—SIEMSEN & CO., HONGKONG.** [a445]

**PHOTO-PLATES, PAPERS**  
**GRAPHIC AND CHEMICALS**  
 EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
 DEVELOPING AND PRINTING UNDERTAKEN  
**A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.** [a38]

**THE CHINA LIGHT & POWER CO., LD.**  
 ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND  
 KOWLOON.  
**INCANDESCENT LAMPS, ARC LAMPS AND**  
**NERNST LAMPS SUPPLIED.**  
 ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.  
 Apply to—  
 THE MANAGER OF WORKS AT HUNGOM;  
 OR  
**SHEWAN, TOMES & CO., General Managers.**  
 4426]

**KELLY & WALSH, LD.**  
 NEW BOOKS BY ENGLISH MAIL.  
 THE COUNTESS LONDA, by Guy Boothby \$1.75  
 THE MAN IN THE STREET, by Lucas 1.75  
 Cleve ... 1.75  
 SEWARD FOR THE FEE, by Headon Hill 1.75  
 THE GOLDEN KINGDOM, by A. Fallour 1.75  
 ANTHEA'S WAY, by Adeline Sergeant 1.75  
 THE PROMOTION OF THE ADMIRAL, by 1.75  
 Morley Roberts 1.75  
 THE LIVING BUDDHA, by Roy Horniman 1.75  
 LORD LEONARD THE LUCKLESS, by 1.75  
 W. E. Norris 1.75  
 THE PRIVATE PAPERS OF HENRY 1.75  
 RYECROFT, by Geo. Gissing 1.75  
 THE WAY OF A MAN, by Morley Roberts 1.75  
 THE MYSTERY OF THE SEA, by Bram 1.75  
 Stoker 1.75  
 MILITARY DIALOGUES OF ACTIVE SER- 0.90  
 VICE, by Lt. Col. Newburn Davis 0.90  
 AMONG SWAMPS AND GIANTS IN 6.00  
 EQUATORIAL AFRICA, by Major H. 6.00  
 H. Austin, 2 Maps and Illustrations 6.00  
 THE ROMANCE OF MODERN INVENTION, 4.25  
 by A. Williams; 25 Illustrations 4.25  
 AVE ROMA IMMORTALIS: STUDIES 7.75  
 FROM THE CHRONICLES OF ROME, 7.75  
 by F. Marion Crawford 7.75  
 THE TRUTH AND ERROR OF CHRISTIAN 3.00  
 SCIENCE, by M. C. Sturge 3.00  
 AROUND THE WORLD THROUGH JAPAN, 15.00  
 by Walter Del Mer; Illustrated 15.00  
 CHARACTERS OF SHAKESPEARE'S PLAYS 3.25  
 AND LECTURES ON THE ENGLISH 3.25  
 POETS, by Wm. Hazlitt 3.25  
 Ponal Servitude, by W. B. N. ... 5.00

**REMINGTON TYPEWRITERS**  
 WITH ALL REQUISITES.  
**SIEMSEN & CO.**  
 SOLE AGENTS.  
**NERNST**  
 NERNST ELECTRIC LIGHT.  
 BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!!!  
 AS CHEAP AS GAS!  
 FOR PARTICULARS APPLY TO  
**HONGKONG ELECTRIC CO. OR SIEMSEN & CO.** [a70]

**COTTAM & CO.**  
 GENTLEMEN'S COMPLETE OUTFITTER,  
 DENT'S WALKING AND DRIVING GLOVES,  
 DRESSING GOWNS, TRAVELLING RUGS,  
 WARM UND-ROTHING, &c., &c. [a36]

**SOME OF THE BEST**  
**THAT MONEY CAN BUY:**  
 WATKINS' BALSAMIC COUGH LINCTUS.  
 " EMULSION OF COD LIVER OIL.  
 " CALLICURA.  
 " ODONTALINE.  
 " HAIR VITA.  
 " SYRUP OF HYPOPHOSPHITE.  
 &c., &c., &c.  
**WATKINS, LD., HONGKONG.** [a37]

**C. W. CLARK.**  
 EUROPEAN  
 PHOTOGRAPHER  
 WILL SOON OPEN A  
**FIRST-CLASS**  
**STUDIO.**  
 Is now prepared to do all kinds of  
**OUTDOOR PHOTOGRAPHIC**  
**WORK.**  
 VIEWS, HOME PORTRAITS,  
 INTERIORS, EXTERIORS, FOOTBALL  
 and CRICKET TEAMS, &c.  
 Work guaranteed the best in the Colony.  
 Address: POST OFFICE BOX No. 142  
 Hongkong, 25th February, 1903. [a644]

**INSURANCE**  
 AT MINIMUM COST.  
 TO buy at the top of the market is a thing  
 for other people to do. To buy at the  
 bottom is what we wish to do ourselves.  
 Now amongst the many privileges which  
 pertain to youth is the opportunity of pur-  
 chasing Life Assurance at its minimum cost.  
 Take time by the forelock and apply for full  
 particulars and rates to:—  
 MESSRS. DODWELL & CO., LD.,  
 Agents,  
 THE STANDARD LIFE OFFICE.  
 [a1787-4]

**HONGKONG HOTEL**  
 A First Class Hotel in every respect.  
 Elegantly Furnished Reading, "Drawing  
 Room," and Smoking Rooms.  
 Private Bar and Billiard-Rooms for Hotel  
 residents.  
 Dining Accommodation for 300 persons.  
 Private Dining Room.  
 Special Dining Room for large parties.  
 Ladies' Afternoon Tea Rooms with European  
 Matron in attendance.  
 Ladies' Cloak Room.  
 Ping-Pong Room.  
 Hydraulic Elevators to every floor.  
 Electric Lighting.  
 Electric Fans (if required).  
 Hot and Cold Water throughout.  
 Wines and Groceries specially imported by  
 the Hotel.  
 Wines cooled by Hotel refrigerating  
 machinery.  
 Hotel Linen washed on the premises by  
 machinery.  
 Bedroom Accommodation—131 rooms.  
 Fire Extinguishing Mains and Emergency  
 Exits on every floor.  
 CHARGES MODERATE.  
**H. HAYNES,**  
 Manager.  
 [a48]

**THE  
 PEAK HOTEL.**  
 Admirably Situated. Sheltered from the  
 North-East Monsoon and Open to the South-  
 West Winds on.  
 A COVERED GANGWAY LEADS  
 FROM THE TRAMWAY TERMINUS  
 INTO THE HOTEL.  
 Telephone No. 29.  
 Town Office: 7, DUNDRELL STREET.  
 [a680]

**KING EDWARD HOTEL.**  
 A HIGH CLASS PRIVATE HOTEL.  
 Ladies' Afternoon Tea Rooms.  
 Private Bar and Billiard-Rooms.  
 Rooms specially reserved for Captains of the  
 Mercantile Marine.  
 Hot and Cold Water throughout.  
 Electrically Lighted.  
 Electric Passenger Elevator to each floor.  
 Table D'Hote at separate tables.  
 For Terms, &c., apply to the—  
**MANAGER.**  
 Hongkong, 24th October, 1902. [a343]

**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP.** The PEAK, near the  
 Tram Terminus.  
 Tel. 56.  
 For Terms, apply to the **MANAGER.**  
 Hongkong, 2nd July, 1900. [a50]  
**CONNAUGHT HOUSE.**  
 A FIRST CLASS HOTEL Situated near  
 the Banks and Principal Offices.  
 Excellent Cuisine and Wines.  
 Large and lofty Rooms, Elegantly Furnished.  
 Hydraulic Elevator, hot and cold water  
 throughout.  
 Special Rates for Tourists.  
 Lunch Service for Guests.  
 For Terms, apply to the **MANAGER.**  
 Hongkong, 31st October, 1902. [a49]

**"BOA VISTA"**  
 (HOTEL-SANITARIUM OF SOUTH  
 CHINA)  
**MACAO**  
 HAS been re-opened under European  
 management and most strict supervision  
 as to food, cleanliness, and hygiene of the place.  
 All comforts of a home.  
 A most pleasant retreat for those desirous of  
 a few days' rest and quiet.  
 Comfortable accommodation for travellers  
 paying a visit to the historical and picturesque  
 colony of Macao.  
 Macao is 40 miles south-west of Hongkong.  
 One steamer (s.s. *Heungshan*), daily to and  
 from Hongkong, and two steamers to and from  
 Canton, give easy communication with both  
 these centres.  
 Cable Address—"BOAVISTA."  
 For Terms, apply to **THE MANAGER.**  
 [a254]

**VICTORIA HOTEL,**  
 SHAMBAEN, CANTON.  
 BRITISH CONCESSION.  
 GOOD Accommodation.  
 Excellent Cuisine.  
 Every Convenience for Tourists.  
 T. F. DA CRUZ, Manager.  
 Canton, 1st October, 1901. [a133]



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

WINE &amp; SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

AERATED  
WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used,

GUARANTEEING ABSOLUTE

PURITY.

## ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND

HOUSEHOLD.

local growth of foreign industry, and had a deterrent effect on the well-being of the several communities. Partly as a natural sequence of this state of affairs it became more difficult to pile up the necessary capital to enable those engaged in local business to retire, and so by the mere force of circumstances a continually increasing number of those engaged in the trade of the ports found that, "will they or nill they," they had to make up their minds to make China their permanent home. In addition to these another class of people commenced to arrive, who with no very important ties with the old country found they could make themselves very comfortable in China as a permanent place of abode; both these classes married and had children, and the children with no memories of home apart from China soon commenced to make their presence felt. To avoid their becoming a burden to the communities, they had to be educated, and as in many cases their parents could with difficulty bear the burden of sending them to Europe, it became necessary to provide means for educating them on the spot. The consequence is that of the now large number of foreign residents in Hongkong and China a continually increasing number are China born, have become thoroughly acclimatised, and have settled down into a home life on the spot. The British race has fairly thriven amidst its new surroundings, and certainly exhibits no signs of physical decadence; in fact so far as physique is concerned the Anglo-Chinese, especially those brought up north of 30 north latitude, will bear favourable comparison with their fellows in any part of the world.

It becomes then an interesting question to enquire how far socially these new populations compare with their predecessors. Do they in fact keep up the old traditions, or do they exhibit any tendency to become assimilated with the natives of the country, and follow the footsteps of the early Portuguese, or become mere hewers of wood and drawers of water? A visit to any of the ports will apparently answer the question in a satisfactory manner. It is curious to notice that while the style of the new buildings being erected everywhere for the accommodation of the new residents is undoubtedly changing, the change is in the direction of a closer assimilation with home ideas of comfort; family life is becoming more of a reality, but the style exhibits no tendency to deteriorate, and the modern buildings at any of the ports, while displaying a greater adaptability to the immediate wants of the occupants, are not a whit inferior either in size or expense to the older residences. If we enter we find the same rule prevailing; the furniture and appointments, if on a less grandiose style, are on the whole more refined and in better taste, and certainly show no trace of deterioration either in quality nor in expenditure. China is in fact following in the footsteps of the colonies, and the new communities while they have come to have a local tinge, are in no respect in imperial matters one whit behind the most imperial of the colonies. This, which is well shown in Hongkong, is if possible even more marked in Shanghai, where long lines of streets of handsome foreign residences are everywhere rising. So great has been the demand that the foreign population has within the last five years increased some fifty per cent, and this has so taxed the limits of the Settlements that within the last twelve months the Municipality has actually had to open out no less than twenty-three miles of new streets. From Tientsin similar reports of the briskness of the foreign building trade come to hand, and the foreign population till lately numbered only by hundreds is now expanding into its thousands. In Shanghai the foreign population already is estimated at some 7,500, and is increasing so rapidly that notwithstanding the number of new buildings going up they are still far from being equal to the demand. More noteworthy even than this is the fact that foreign populations are increasing in these cases in a more rapid rate than the Chinese, so that there is actually a tendency for the former to encroach on businesses formerly confined to natives. There is no doubt that much of this is to be attributed to the natural revulsion after the affair of 1900; still it is satisfactory to be able to show that the first and most marked result of the almost heroic effort of the Chinese Government to get rid of what it was pleased to look on as the foreign incubus has been actually to strengthen the permanent foreign hold on the Empire, and afford new openings to western enterprise.

The French mail of the 14th February was delivered in London on the 14th March. Two U.S. warships arrived yesterday—the Oregon from Woosung, and the Helena from Manila.

Dr. G. H. Morrison, the Times Peking correspondent, left for Shanghai by the O.R.P. ss. Athenian yesterday.

Dr. Francis Clark, Medical Officer of Health, left yesterday by the Hamburg on a year's leave.

Mr. Chan Hwan has been appointed manager of the China Merchants' Steam Navigation Company.

The death is announced at Singapore of Mr. J. H. Bird, a well-known American merchant.

The Statistical Secretary of the Maritime Customs estimates that the Chinese in California alone remit to China a sum of \$20,000,000 (gold) per annum.

At the ordinary annual meeting of the Yangtze Wharf and Godown Co., Ltd., Shanghai, a dividend of 12 per cent, equal to Tls. 12 per share, was declared.

A Tientsin contemporary mentions that a gentleman just returned from home and who made both the homeward and return trips via Siberia, speaks in the highest terms of the service of the express trains.

The weather report issued from the Observatory at 11.50 yesterday stated that the monsoon in the Formosa Channel was decreasing, and that a moderate monsoon was blowing over the north part of the China Sea.

A pretty wedding took place at St. John's Cathedral yesterday between Mr. Wm. Scott Barrows, and Miss Letitia P. King, daughter of Mr. G. J. W. King, P.W.D. The Rev. F. T. Johnson, M.A., officiated. The happy couple left by the Hamburg later in the day for England.

To contradict the report that Russia is about to issue a new loan, M. de Witte, the Finance Minister, has issued the following statement:—"In order to prevent misunderstanding it is necessary to state that during the current year the Russian Government will conclude no loan on any foreign market."

The Commissioner who has been appointed to proceed to China to investigate Chinese labour, with the view of its employment in the mines in Johannesburg, left for London on the 22nd ult. From there he will go to California, to enquire into the methods of working the Chinese in that State.

Judgment has been given in the Manila Courts in favour of Mr. E. C. McCullough for \$24,169 against Messrs. R. A. A. & Co. being the difference between the value of tobacco, described upon an inventory and the value of the tobacco actually delivered when the Maria Christina factory changed hands.

Among the passengers by the Austrian Lloyd steamer *Frans Ferdinand*, which arrived here on Tuesday morning, was Mr. E. B. Bellios, C.M.G., who came on by her from Singapore in completion of his journey out by Calcutta and Barmah. Mr. B. Bellios has been absent from the Colony about three years.

During the twenty-four hours ended at noon yesterday four plague cases were "dumped" in various parts of the Colony. One was found on the footpath at No. 7, Stanley Street; one at Shing Wong Street; one between Swatow and Amoy Lanes; and one in McGroger Street. The total for the year is now brought up to 81.

Mr. William Crozier, editor and proprietor of the *Manila American*, has been convicted in the Criminal Court of Manila of criminal libel. He was convicted of libelling Major-General George W. Davis, United States Army and the Commanding General of the Division of the Philippines. Sentence was deferred.

Mr. Brough in a farewell speech at the fall of the curtain on Tuesday evening, alluded to the need for improvements in the Theatre. He mentioned that a well-known resident—"not in the tea trade"—was interesting himself in the matter, and expressed the hope that the improvements would have been carried out by the time the Company returned to the Colony. The Broughs sailed for Shanghai yesterday by the *Athenian*.

Senhor M. de Oliveira Lima, Brazilian Charge d'Affaires in Tokyo, and Mrs. Lima were among the passengers who left yesterday by the German mail steamer *Hamburg*. Senhor Lima is on his way to Peru, where he has been appointed Minister. During their short stay in this Colony, Senhor Lima and wife were the guests of Senhor Conselheiro Romano, the Brazilian Consul in Hongkong. Mr. Leiria, the Vice-Consul, accompanied them to various parts of the Colony sight-seeing.

Mr. H. L. Ferrers, barrister-at-law, who has been practising for a short time in Hongkong will leave for Penang on Saturday by the s.s. *Leisang*, to assist with the editorial work of the *Straits Echo*, a new paper which is being started there by a Chinese syndicate. Mr. Ferrers does not intend to give up his own profession entirely, but will practise there as a barrister and thus combine law with journalism. Mr. Ferrers during the short time he has been here has made numerous friends, and the good wishes of many will go with him.

The following appointments are mentioned in a San Francisco contemporary.—Mr. H. A. Jerome, for years purser of the Pacific Mail liner *China*, has been appointed to the same position in the new and fast steamship *Siberia*, sister ship of the *Korea*. Mr. A. M. Thomson, formerly of the *City of Sydney*, more recently of the *Korea*, is to be purser of the *China*. The duties of the position in the *Korea* and *Siberia*, the paper remarks, are much heavier than in any of the other liners, owing to the large number of passengers and greater responsibilities placed upon the purser. As in the big Oceanic liners, the purser is allowed no clerk, and has to perform all the work of his office without assistance.

## TELEGRAMS.

## REUTER'S SERVICE.

MR. CHAMBERLAIN RECEIVED BY  
THE KING AND QUEEN.

LONDON, 16th March.

Mr. Chamberlain was received by the King and Queen at Buckingham Palace yesterday.

RUSSIA AND THE MACEDONIAN  
REFORMS.

LONDON, 16th March.

In consequence of the objections of Russia to German Officers, the Sultan has authorised the engagement of Swedish and Norwegian instructors for the Macedonian gendarmerie.

THE SOMALILAND EXPEDITION.

LONDON, 16th March.

The Mullah is now within a triangle, three angles of which at Galkayu, Damot and Bari, are co-operating. The Abyssinians occupy Bari.

THE "TIMES" ON THE  
GOVERNMENT.

LONDON, 16th March.

The *Times* remarks that despite the popularity of the Premier the confidence of the people in the Government is slipping away. Mr. Chamberlain may be able to prevent a rot setting in among the ministerialists both in and out of Parliament; if so he has not come back a moment too soon.

KOWLOON INSTITUTE.

The usual weekly entertainment in the above Institute took place on Tuesday. Notwithstanding the unfavourable atmospheric conditions, the hall was comfortably filled. Mrs. Woodcock submitted an excellently varied programme, consisting of piano, 'cello, and vocal solos, a duet, and a glee. The following took part:—Messdames Jeffrey, Piercy, and Woodcock; Messrs. Künig, T. H. Reid, Hancock, Edwards, and Coster. Miss Barker rendered the accompaniments acceptably, besides playing two solos with remarkable proficiency.

MURDER IN SINGAPORE HARBOUR.

The s.s. *Kulsang*, Capt. Payne, arrived at Singapore from Hongkong on the 11th inst. with 597 Chinese coolies, men and women, and anchored at the quarantine station. About 7.20 p.m. three of the Chinese coolies, the *Straits Times* says, commenced fighting for a sleeping place on one of the hatches. They soon came to blows and two of them assaulted the other one, one of them kicking him in the stomach. The man who was kicked fell down and expired in a few minutes. The ship's officers arrested the two men, handcuffed them, and handed them over to the police.

LONDON'S NEW THOROUGHFARE.

At a recent meeting of the London County Council a chorus of approval, unmarred by a single dissentient, met the suggestion of the General Purposes Committee that the name of the new Holborn-Strand street should be "Kingway," and that the crescent at the south end should be called "Aldwych." Mr. Sidney Low congratulated the committee upon the happy settlement of this interesting question. It was all the more satisfactory when they remembered the unfortunate names previously suggested to the Council. One part of the community would not have been able to pronounce King Edward VII. Street, and others would be unwilling to pronounce "Gladstone Crescent." It would be a misfortune, he thought, to give a great improvement like this a distinctly political significance, as it might be followed up by a Campbell-Bannerman Street, an Asquith Avenue, a Lloyd George Garden, and a Macnamara Parade. This statement was greeted with laughter and cries of dissent.

THE FRENCH NAVY.

The *Temps* has been reading the remarkable articles contributed by Sir William White to the *Times*, and has been moved to discuss the conclusion to be deduced therefrom in connection with the principles laid down in M. Camille Pelletan's recent speech on the naval estimates. As is well known to specialists in England, the French naval programme of 1890 provided for the construction of an armoured cruiser, the *Ernest Renan*, on plans identical with those which had served in the case of the *Gambetta* and the *Victor Hugo*. Since then the plans of the *Ernest Renan* have been changed. From a vessel of 12,550 tons capable of a speed of 22 knots she has become a vessel of 13,563 tons with a speed of 23 knots. The question that arises, according to the *Temps*, is whether the French Budget is rich enough to warrant the construction of a cruiser the advantages of which—namely, that she gains in speed 1,852 metres per hour—are counterbalanced by the disadvantage that she costs 3,000,000 francs more, spends 300 francs more per hour, and carries 220 kilos less of shells. For, in the opinion of the *Temps*, speed, which M. Pelletan thinks the resource of the weaker Power, is, on the contrary, advantageous particularly to the stronger—that is to say, to the richer Power. The criticism is a telling and suggestive one.

## SUPREME COURT.

Wednesday, 18th March.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.  
GOODMAN (CHIEF JUSTICE).

THE KOWLOON CITY MURDER.

Ip Pang was charged with having on 1st January murdered his wife and his grandfather at Kowloon City. He pleaded not guilty, and was defended by Mr. M. W. Slade, barrister-at-law.

The following jury was empanelled:—Messrs. C. M. P. Bomedes, G. Richardson, H. Haynes, J. T. M. Wheeler, C. B. Thomas, H. F. Carmichael and C. H. Grace.

The jury to whom the well-known story of the crime was told by the witnesses in the case, returned a verdict of guilty.

His Lordship sentenced the prisoner to death.

THE DES VOEUX ROAD AFFAIR.

Leung Kwai and Fok Pan were charged with murder, to which they pleaded not guilty. Hon. Dr. Ho Kai appeared in their defence. The evidence, as already reported, was to the effect that a party was being held down stairs at 104, Des Voeux Road. Some water came down from the upper flat on to the people who were merry-making below. One of the party, the deceased, went up above to investigate the cause of the downpour. Soon afterwards he was found lying dead in the courtyard outside; the inference of the prosecution was that he was thrown out of the window.

The jury found the accused not guilty and they were discharged.

The Court adjourned till to-day.

ROYAL HONGKONG YACHT CLUB.

The eleventh club race produced one of the finest struggles that has ever been witnessed in Hongkong Harbour between the Payne designed cracks *Vernon* and *Dione*. There was quite a fresh breeze, with hard squalls, from the south, but as the ebb strengthened shortly before the starting hour the wind died down and became quite light and fluky.

*Dione* was on the line at gunfire, while *Alannah* forced *Vernon* the wrong side of the mark-bait thereby giving her a very bad start. *Dione* was well on her journey when *Alannah*, which had started a little behind her, hailed her that her red call flag was up. *Dione* thought she could not make out the hated signal thought it best to return and re-cross the line. This gave her rival more than a quarter of a mile start before *Dione* was in pursuit again. However *Vernon* and *Alannah* got hung up for some time near the Channel Rocks and *Dione* caught them rounding the mark. A fine race now began between *Vernon* and *Dione*. The latter tried to luff her formidable antagonist out of the inside berth at the Kowloon Buoys but failed, and rounded first astern and then shot up on *Vernon*'s weather and sailing a little the faster when it came to windward work crossed her rival off the cement works. Some pretty weather bunting then ensued, *Dione* keeping her rival under her lee, and so they raced to Meyers' Buoy, where in the lighter wind *Vernon* cleverly slipped through her rival's lee and once more assumed pride of place rounding the buoy. The pair then reached away in a very faint air for the Channel Rocks, but presently *Vernon* picked up a little puff while *Dione* was blanketed by a passing junk and strung out a long lead. *Dione*, however, picked up a breeze this time from the north-west and almost ran up on her rival again at the Channel Rocks. The pair then had another very interesting bout to windward in the light wind up to Kowloon Rocks. *Dione*, who unluckily burst her jib purchase on losing down the sail which was not so tight work, which cost her a few lengths, could not quite catch *Vernon* and rounded the rocks about two lengths astern. It was a reach to Meyers' buoy again and in a better breeze it looked as if *Dione* would catch *Vernon*, but off Hinghung point she got left for a few seconds while a kind puff carried *Vernon* well away from her. This was practically the end of a fine race, for *Dione* could never get on terms again and *Vernon* won with a substantial margin.

The marks are now *Dione* ... 71*Vernon* ... 70

The last race will be sailed on the 29th instant, and the result will be watched with much interest.

MR. J. P. MORGAN'S BRICA-  
BRAC.

STRANGE STORY OF FORGED BILLS.

The London *Daily Chronicle's* City correspondent relates the following story:—Some time ago there was a great deal of chatter in the City about what may be described as "picture and bric-a-brac bills" alleged to have been given in lieu of cash by Mr. J. P. Morgan to dealers from whom he had picked up old masters and other objects of interest and value in the collector's eyes. People shook their heads about it, and no wonder, for if this great master of finance had been so short of ready money as to be forced to take such a method of raising off payment it might have had a very serious meaning. Now, however, it turns out that these bills appear to have been forgeries. A bank in the City recently sent two for £1,250 each to New York for collection in the usual course of business, and has just got them back with the intimation that the signatures are not that of the head of the Morgan firm. How many more of these bills there may be about, or who the forger is, nobody yet knows, but it is extremely unpleasant that such an incident should have occurred, and Mr. Morgan must regret now that his attention was not promptly drawn to the fact that paper of this description, alleged to be his, was in circulation. The loss to holders may turn out to be serious should the industry of the forger have been going on during the past three months.

## POLICE COURT.

Wednesday, 18th March.

BEFORE MR. F. A. HAZELAND (POLICE  
MAGISTRATE).

THE "KIRKODUNSHIRE" CASE.

Fourteen seamen from the Glasgow sailing-ship *Kirkodunshire* were charged on remand with disobedience of orders and neglect of duty. They were defended by Mr. H. N. Ferrers, who entered a plea of not guilty on their behalf. Mr. J. Hastings appeared for the complainant, the master of the ship, who was present in Court.

As a preliminary point Mr. Ferrers suggested that his Worship had no jurisdiction in the matter. The alleged offence had been committed at the French port of Hongay, where the ship was now lying.

Mr. Hastings took the opposite view, which was supported by his Worship, who decided to hear evidence.

After reading the section under which the charge was laid, Mr. Hastings proceeded to state the facts of the case for the prosecution. He said the ship left Greenock, near Glasgow, on 3rd September last with a crew of 23, bound for Hongay with a cargo of pitch. The crew was engaged to serve for three years on certain voyages in certain named latitudes. The ship arrived at Hongay on 8th February and discharged the cargo, afterwards taking in 750 tons of ballast. She was then got ready for sea to proceed to Rangoon, where she was due in the first week of May, on a time charter. It was therefore of great importance that the ship should get away whilst the north-east monsoon lasted, but she was delayed and missed the monsoon. The trouble on board had originated through a man named Hughes, one of the defendants, who was supposed to be sick. The captain came to the conclusion that there was nothing wrong with his health, and instructed the boatswain to tell him to turn to. There was a dispute, and on the following morning Hughes and the rest of the defendants came to the captain and said they declined to do further duty, until the boatswain was tried for some alleged assault he had committed. It was pointed out to them that the ship was under charter and that serious consequences would accrue if the defendants persisted in the attitude they had taken up. They were given half-an-hour to consider their position, and at the end of that time announced their determination to do no work unless the boatswain was proceeded against. They were told that this was impossible in a foreign port, but they remained obdurate. After a time the captain applied to the Hongay authorities to assist him, but they declined on the ground that the ship was British. He then wired to the authorities here in Hongkong, and was advised to apply to the British Consul at Saigon.

He did so, but got no satisfaction, and then tried the British Consul at Peking, with the same result. After lying in Hongay for about ten or twelve days, and seeing there was nothing else for it, the captain put the crew on board a steamer and came up to Hongkong with them, leaving others of the crew to look after the ship. They arrived here on the 16th inst., and were charged by the captain. His Worship, Mr. Hastings said, would see what serious consequences had arisen out of the defendants' action, for which there was absolutely no justification. The ship had lost her charter, and had incurred other expenses besides. Her daily demurrage was £24 1/2s., and there were various other expenses which brought the total up to about £349. The defendants had a considerable sum of money due to them in respect of wages—£110 or thereabouts—and it was intended to ask his Worship to exercise his discretion in regard to the forfeiture of their pay.

Robert Blance, the master of the ship, was the first witness called. He said the *Kirkodunshire* was a sea-going British ship registered at Port Glasgow, and the defendants were shipped by him in Glasgow on a three years' agreement; they were all on the articles. Six of them were not British subjects, but the remainder were. The ship left Greenock on 3rd September last bound for Hongay with a cargo of pitch, and arrived at Hongay on 8th February. There the cargo was discharged and 750 tons ballast were taken in, and on 4th March the ship was nearly ready for sea; it was arranged that she should sail on 6th March. It was of the utmost importance to get away as soon as possible, as the vessel had been ordered to Rangoon on a time charter, and had to be ready to load in the first week of May. Failure to be there on time meant the loss of the charter. On 5th March they were lying in Hongay bay, an arm of the sea where the tide ebbs and flows. On the 4th March he saw a dispute going on between James, one of the defendants, and the boatswain. An apprentice handed witness a knife, which he threw overboard. On the same day Hughes, another of the defendants, who was the worse for liquor was "sky-larking" with an Annamite woman, and witness told the boatswain to order Hughes to turn to. There was another row, but witness did not see it. After breakfast the next day all the defendants came to him and said they refused to do duty until the boatswain was tried. He asked them what the boatswain was to be tried for, and they replied that it was for using Hughes badly. Witness told them it was impossible to try any case there, and offered to have the boatswain confined in his room until the ship arrived in Rangoon if they would resume their work. The defendants were given half-an-hour to consider this proposal, and at the end of that time one of them returned and said they declined to work. Witness applied to the Hongay authorities for assistance, but they could not render it, and he proceeded to Haiphong with a similar application to the French authorities there. They could do

## The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th March, 1903.

ONE of the most marked phenomena in China, especially since the beginning of the new century, is the very rapid growth of the European populations, not only in Hongkong but in an even more marked degree in the northern ports. The most remarkable instances of this growth are to be noticed in the ports of Shanghai and Tientsin. This growth of the foreign populations is accompanied by another change not less characteristic of the new conditions under which the foreign residents live. It is not so very many years since the great bulk of the foreign inhabitants came to China merely as birds of passage to make a temporary sojourn, and each expected after a few years to return to his native country, having in the meanwhile obtained a competence, sufficient to keep him in at least moderate comfort for the remainder of his life. The process was essentially wasteful, and there is little doubt that the large sums of money thus withdrawn from the working capital of the country had a more or less detrimental effect on its general trade. At all events they prevented the



nothing beyond advising him to cable to the Governor of Hongkong, which he did, and received a reply by cable advising him to apply to the British Consul at Saigon. Neither the Consul at Saigon nor the Consul at Pukhoi could do anything, however. None of the defendants ever said anything about the ship not being seaworthy except McIntyre, who remarked: "You know, captain, the ship touched bottom in Hainan Straits." With regard to Hughes being sick, the man was examined by two French army doctors, who said that although he was not a robust man he was quite fit to perform ordinary work about the ship. Witness knew nothing about Hughes having been ill-treated by the boatwain. On several occasions he asked the defendants to resume their work, and said he would forgive them if they did so and took the ship to Raungoon. This offer, after half-an-hour's consideration, they refused. Their action had cost the ship and the witness a great deal of expense, the total up to the 17th inst. amounting to \$2495.24, increasing every day. There was a balance of wages due to each defendant, amounting in the aggregate to over \$250. His Worship—Is there any chance of a settlement between the parties?

Mr. Ferrers—Well, I don't know, your worship; the ship does not seem to be in a seaworthy condition.

Several of the defendants—No, sir; we won't go back.

Cross-examined by Mr. Ferrers, witness said he heard that Hughes had served in South Africa, but was not aware that the rheumatism in the man's shoulder resulted from his campaigning. Witness never offered him \$20 to leave the ship. When he offered to lock the boatwain up in his cabin, he did so to facilitate, if possible, the getting away of the ship, and did not mean to imply that the boatwain was in the wrong. He did not consider that the boatwain was in the wrong. Describing the weather during the voyage, witness said it was variable, but never really heavy. Off the Philippines a small vessel towed away the fore topgallant mast and the main topgallant mast, and in clearing away the wreckage a small boat lying on the main hatch was stove in; this boat, however, was not a ship's boat. The vessel touched bottom in the Hainan Straits, but sustained no damage and made no water. Mr. Ferrers asked if it was the case that the witness was habitually under the influence of liquor on board the ship, and received a denial. Mr. Ferrers pressed the point, and suggested that the entries made by the witness in the log-book were not those of a sober man. The handwriting was very bad in places, remarked counsel as he handed up the book for the magistrate's inspection.

His Worship (after an examination)—The handwriting strikes me as being very good indeed.

Continuing, witness said that when he arrived here he went to the Harbour Office to make his complaint. The Harbour Master was out, but he saw the Assistant Harbour Master, who told him to wait. After waiting for two hours Commander Ramsey appeared, but absolutely refused to see him. "Isn't he supposed to assist me?" went on the witness. "I told the second Harbour Master to tell the Harbour Master that the master of the *Kirkcubrightshire* wished to speak to him, but he refused absolutely to see me—said he could not see me." The witness then described his journey to Jardine Matheson's, from Jardine Matheson's to the Harbour Office, from the Harbour Office back again to Jardine Matheson's, and then to Mr. Hastings, his solicitor—all this to have his complaint looked into.

Another effort was made to have the case settled out of Court, but the defendants reiterated that the ship was unseaworthy and that they would not go back in her.

In answer to Mr. Hastings, witness said the ship was marked A 1st Lloyd's.

Daniel Henderson, the boatwain, said that on 4th March the defendant James (a coloured man) was scolding the ship. Witness was standing on the rail, and saw him "skylarking" with some women in a sampan. He told James to get on with his work, and James called him certain names and said he would not work for him. Witness told him to come off the stage if he was not going to work, and James left the stage and came on deck. He pulled out his knife and tried to stab witness, who caught his wrist and held him till the knife was taken away from him by an apprentice and thrown over the side by the captain. James then seized an iron bar and attempted to strike the witness, but struck the chief officer instead. The bar was taken away, and James thereupon bit the witness in the thumb, and was given a good thrashing in return. Hughes was another who abused the witness. He called him everything he could lay his tongue to, and said he was not James—if he took out a knife he would use it. Witness caught him by the shoulder and shook him, but did not strike him. He never struck Hughes at any time, and had no previous quarrel with him.

By Mr. Ferrers—The ship had "swelt the ground," but she was in good, seaworthy condition, and witness would go with her anywhere. There were two lifeboats on board sufficient to carry all the crew. He knew the defendants wanted to have him tried, but for what he did not know. He had never heard them suggest that the ship was unseaworthy, and if it was dislike of himself that kept the defendants back he was quite willing to leave the ship. He was satisfied with his job, and did not see what there was to grumble at. There was plenty to eat. (Laughter from the defendants.)

Griffiths Griffiths, the chief officer, described the knife and iron bar incidents, and said he told the boatwain to give James "a thorough good thrashing," which he thought he deserved. The boatwain took him at his

word and thrashed James. Next day the defendants refused duty, and said they would not work until the boatwain had been tried in a court of law for ill-treating Hughes. That was the only reason they gave for their action; they said nothing about the condition of the ship. The boatwain had never ill-treated Hughes, but Hughes had abused and threatened the boatwain, and warned him once—"Wait till it gets dark and I'll rip you." Hughes was drunk many a time, and witness carried him to his quarters twice.

Mr. Ferrers read a long list of damages done to the ship in the storm off the Philippines, and said it seemed to him that everyone on board was in imminent danger of being drowned. For four days the crew were engaged in clearing away wreckage from aloft, but with it all, and in spite of her labouring and the heavy weather she experienced, the ship was quite seaworthy, witness said. Mr. Ferrers suggested that she sustained damage by being "nearly ashore" on the way up the river to Hongay, and got the reply that the river was so narrow that even when a ship was in the middle of the stream, in deep water, she was nearly ashore.

This concluded the evidence, and Mr. Ferrers and Mr. Hastings addressed the Court on behalf of their respective clients.

His Worship said he found the charge against the defendants fully proved. With reference to the suggestion of the defence that the ship was unseaworthy, there was not a little of evidence to support that suggestion. The evidence was all the other way, and he was quite satisfied that the ship was in a seaworthy state. The case was one of the worst possible kind and he felt it his duty to inflict the maximum penalty of the law. Each defendant would be imprisoned and kept to hard labour for twelve days and forfeit 78 days' pay.

James (the coloured defendant)—Can we say something, sir?

His Worship—No, you may not say anything. Let the defendants be removed from Court.

### ANGLO-GERMAN CO-OPERATION IN CHINA.

SPEECH BY SIR EDWARD GREY.

Sir Edward Grey, M.P., who was Under-Secretary for Foreign Affairs in the Rosebery Administration, in the course of a recent address to his constituents alluded to Great Britain's co-operation with Germany in Venezuela and China. His references to China are contained in the following paragraph:—

He was not a poet, and if he had the gifts of a poet he would not use them to try to promote bad blood between two European countries; but he must say that he was not surprised that co-operation with Germany was not popular in this country at the present time. (Cheers.) The memory of the feeling which was displayed in Germany with regard to ourselves so very recently was still fresh in our minds; and it must be remembered that however friendly one Government might be towards another, unless there were real friendship between the two peoples neither Government could depend upon the other for support and alliance. (Renewed cheers.) But there was more than that to bear in mind. We had to bear in mind that the present British Government had again and again engaged in co-operation with Germany in different parts of the world, and he did not think that the co-operation had been satisfactory. We put our troops in China under command of a German general. We accepted the command of the German general more fully and more thoroughly than did any other nation. He did not think that that was satisfactory with regard to the position of our own troops in China. We entered into an engagement with Germany which was understood to mean that we would co-operate with her in securing the "open door" in China, at any rate on the coast, in the rivers, and in the ports. We thought that was a general arrangement which was to operate over the whole coast of China; but it was interpreted in Germany, not as being a general arrangement applying to China, but as being something which applied to the Yangtze. That meant that the agreement was to apply where British commercial interests held the field in order to put German competition on an equal footing with British commercial interests, but was not to apply where German interests already held the field. This agreement as to Manchuria was apparently regarded in Germany as a dead letter altogether. That sort of co-operation was not business. That sort of bargain was a one-sided bargain. (Cheers.) Wherever we and the Germans met in any part of the world he was all for being conciliatory, and for discussing our interests perfectly frankly, and for dealing with them at least in as friendly a spirit as with any other nation in the world; but we had hitherto cultivated our good relations with Germany at the expense of our good relations with Russia and with France, and we were now cultivating them at the expense of, or at any rate at the risk of, our good relations with the United States, with whom, above all others, we wished to be friends. (Loud cheers.) He had dealt with this matter because it was exceedingly important that our Government, being committed to co-operation with Germany, were bound to go through with it. They must handle it as tactfully as they could. One did not want them to go back upon their word. Public opinion was, however, he was glad to say, pressing upon our Government that they must not pledge their word again lightly in a matter of this kind or involve us again in the risks in which they had involved us this time. (Cheers.)

### PIRATES ATTACK A MISSIONARY BOAT.

TWO PIRATES SUPPOSED TO BE KILLED. The following account of a piratical attack on a missionary boat is given in the *Shanghai Mercury*—

Chentu, Szechuen, 6th February.

As you will no doubt have heard of our being attacked by pirates at Mo Tze-chang and of the result of the attack, I feel I ought to let you have a few lines stating the real facts. On the morning of the 21st of January about 4 a.m., we heard a boat rowing, and, thinking it was an early passenger boat, we paid no attention. But as we had arranged to have early breakfast to let the captain transfer some goods, as we were too heavy to get up the rapid, we called our boy to light the fire. The rowing ceased, but by the time the fire was alight it commenced again. We, thinking it was another boat passing, paid no attention, but concluded it must be later than we had thought. Just then the boat came crash alongside: a great row ensued, but we thought it was our boatmen quarrelling with the other boat for running into us. Before we had time to hear what was really the trouble three big, burly, well-dressed fellows rushed into our sleeping apartment. Lifting the curtain, they stood not three feet from us. I at once jumped out of bed, when the man nearest struck me with a sword, but fortunately it caught in the curtain and he missed me. Before he had time to repeat, I seized my rifle and brought the barrel over his shoulders. The blow rather staggered him, and he made for the front room followed by his two companions. I followed too, plying my rifle over their heads and shoulders. On entering the front room I found five chaps awaiting me. They stood for a second but finding the rifle barrel heavier than they had bargained for, made for the outer door. But on going out one of them with a backward stroke of his sword struck me on the nose, cutting the nasal artery. The blow brought me to my knees, but, not knowing what he had done, rushed on. This gave me time to get the case off my rifle. On going outside I found about 20 or 30 men. Striking right and left with the barrel of my rifle, they made for their boat, which was held alongside. On reaching it a shot was fired in my face but did not hit me, whereupon I opened my Winchester and fired three shots into their boat. They at once cut loose and I knew from the *Ah ya! Ah ya!* that was called out as they drifted away that some one was hit, but just what damage was done we did not know. I at once returned to the inner room, where Mrs. Ferguson and Florence, my daughter, were, now quite weak from the loss of blood, for my wound was bleeding profusely all the time. Mrs. Ferguson soon got the wound washed and bound up. Then she and Florence went aboard the boats which had come alongside, and were ready to drop down the river if they should return in larger numbers, for we hardly knew what to expect, since on the shore in a semi-circle around our boat were lights. The natives said they had a guard placed in case anyone should swim ashore and escape to report. I think more likely it was to help to carry off the spoil they were waiting for. However, there were about ten lights on the shore, but they went out or disappeared shortly after the boat drifted off. Two shots were fired by the pirates in all, but neither of them did any damage to any of us. Not one of our boat crew moved out of their beds all the time, and it was all over before the captain and the others from the back came out. Every one was frightened half to death. Our boy, who was up lighting the fire, was compelled not to speak, under the penalty of having his head cut off, and he concluded better our heads than his, so let them come right in on us without warning. Next day we learned that they did not stick to their boat very long, and that all our fears of their return were groundless; they had quite enough of it. We were sorry to hear of the sad fate that befell two of their number, and to feel that we had shed blood and, if the report was true, had taken life, for it is stated that two of them were left in the boat, one shot through the neck the other through the shoulders, while two more were wounded. Yet it was a matter of life and death to us, and I did not fire until after I was fired on, and when they fired the shot I did not know how many more were to follow or what might be next.

I reported the matter at once to the Pao Chen and also to the Kinsingfu. On arrival he at once took the matter up and sent out soldiers, twenty in disguise and twenty armed, to hunt them out. I have not heard yet the result. Now my wound is almost well and I feel little the worse for it, and soon hope to have nothing more than a scar to remind me of the adventure. Mrs. Ferguson's nerves received a considerable shock, but we trust the effect of it will soon pass away. Most people feel it will be some little time before they attack a boat with foreigners on again. I hope it has this result.

W. N. FERGUSON.

### THE SPANISH-AMERICAN WAR.

SUCCESSFUL CLAIM BY SPAIN AGAINST CLYDE SHIPBUILDERS.

The Court of Sessions at Edinburgh, on the 17th ult., awarded the Government of Spain \$67,500 in the action begun there on January 9th by the Spanish Minister of Marine, Sanchez Toes, to recover \$75,000 from the Clydebank Engineering & Shipbuilding Company, because of the Company's failure to deliver in contract time four torpedo-boat destroyers, which had been intended for use during the Spanish-American War.

Lord Kyllachy, the presiding Judge, said he thought it more than probable that if Spain, even in the spring of 1897, had been in a position to establish a really effective blockade in Cuba against the unloading of munitions of war, the insurrection might have been crushed and American intervention have been avoided. He therefore allowed Spain \$200 a week for the 135 weeks' delay, to which she was entitled under the contract.

### A BRITISH MINISTER OF COMMERCE.

A conference to discuss the question of the appointment of a Minister of Commerce was held last month at Southampton, under the auspices of the Chamber of Commerce. Later there was a public meeting held. Dr. Milner White, president of the Southampton Chamber of Commerce, presided at the conference, and he was supported by Mr. Louis Sinclair, M.P., the mayor and sheriff of Southampton, representatives of the Southampton, Portsmouth, Poole, and other Chambers of Commerce. The president said that too much importance could not possibly be attached to the office which represented the trade and commerce of this great nation. We boasted that we were a nation of shopkeepers, and while we welcomed a high state of efficiency in the War Office, in the Navy, and various other Departments, we must look to the future greatness of the country in her commerce; and the best man which the Prime Minister had at his disposal should be made the Minister of Commerce. Mr. Sinclair observed that as at present constituted the Board of Trade, with its phantom components, had become a by-word in the land, and particularly to commercial men who had studied the problem of competition in England. Hitherto the failure of the movement for reform was due to the fact that they had not the advantage in the House of Commons of having a backing of public opinion and commercial men behind them. They must prevent their home markets from being further invaded; they must prevent their food supply from being in danger, and their mercantile marine from slipping away. Their administration at the present day was the same as it was 50 years ago, and then their commerce was only a third of what it was now. Instead of the present office of President of the Board of Trade he should like to see a President or a Minister of Commerce, assisted by an effective board which sat regularly once or twice a week, a board of permanent officials, each official representing a certain department and who had an intimate knowledge of that department. He amplified this suggested scheme, and said these officials should form the advisory board to a Cabinet Minister, a man who would be listened to by the Prime Minister and who was in the Cabinet by right. Later a resolution embodying these ideas was carried. Mr. Peter Stewart presided over the evening meeting, when Mr. Sinclair characterised the commercial administration of the country as obsolete and unfair to British traders, who, compared with foreign traders, laboured under disabilities as regards freightage. A similar resolution to that passed at the afternoon meeting was adopted.

### NOTABLE SUCCESS BY THE HUMBERTS.

A Paris despatch dated the 21st ult. says:—The Humberts scored their first notable success to-day, when the Ninth Correctional Chamber announced their acquittal in the libel suit brought against them by M. Cattani, the banker. The costs of the prosecution were assessed against M. Cattani. The Court delivered a lengthy judgment, the main point of which was that the evidence failed to show bad faith on the part of the Humberts in charging M. Cattani with fraud. The judgment specifically acquits Frederick Humbert, Mme. Humbert and Marie Danrigue, her sister, who were the chief persons accused. When the acquittal was announced, Mme. Humbert exclaimed: "At last the voice of justice is heard." The result of the trial was fully expected, and although it marks a temporary triumph for the Humberts, it is considered not to affect the main case, which involves the authenticity of the Crawford millions. Public opinion appears to applaud the verdict, as the plaintiff, M. Cattani, is considered to be a bad type of the money-lender.

The *Matin* publishes a list of the creditors of Mme. Humbert, as far as they are known at present. The total amount of her liabilities which she admits through her accountant is 78,000,000 francs. This, the *Matin* says, is a far too modest admission, since her indebtedness actually reaches the figure of 115,000,000 francs. It ceases to be a bankruptcy or a swindle the journal adds; it is an apothecy.

### THE MARCONI COMPANY AND AUSTRALIA.

Details of the proposals submitted by the Marconi Company to the Government of the Commonwealth, with a view to the establishment of wireless telegraphy between Australia and New Zealand, show that the company stated that the establishment of their system would entail a preliminary expense of only £47,270, whereas the laying of a cable would cost upwards of £200,000. They asked for a subsidy of £12,000 a year with a right to all the revenue received, and they would undertake to maintain the system and transmit messages with celerity and accuracy. They proposed to charge 3d. per word for ordinary messages and 3d. per word for messages relating to Government and official business. When informed that the present rates by cable from Australia to New Zealand were 3d. (ordinary) and 2d. (Government), the Company modified their suggested tariff to 4d. and 2d. The heads of the Commonwealth Postal and Telegraph Department, having considered the proposals of the Company, rejected them, on the ground that the existing service between Australia and New Zealand answered all requirements and was cheaper than the Marconi system. The Colonial Office and the Admiralty had previously requested the Commonwealth Government, having regard to Imperial interests, not to entertain proposals from the Marconi Company without consultation with the Imperial Government.

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Hongkong, 11th March, 1903.

[39]

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### THE EXILE IN CHINA.

"A LIFE OF LUXURY"

The writer in the *Outlook* of some interesting letters from China has something to say regarding the life of the exile, who, he contends, has been needlessly commiserated on his unhappy lot. He remarks that outside China a very general belief exists that foreigners in China lead a very dreadful existence. Now in my case, which is quite an exceptional one, he says, I am constantly away in the interior and while there live as a native, for I am too old a pioneer to carry with me a commissariat train. I have my own ivory chopsticks, and what is better can use them, and I thoroughly relish good Chinese food. The average European or American however on here lives in a foreign settlement at a treaty port, and in a style and with luxuries that eighty per cent. of them never enjoyed before. They have excellent houses, carriages, and ponies to ride, and belong to a good club. The clerk from the City is transplanted from his slavery, on say, £100 per annum, to a life of ease and luxury out here. I frequently take my tiffin at an adjacent hotel when here, and at a cost of one silver dollar, or at the present rate of exchange 1s. 7½d. I dine as I could not dine in London for five shillings. Do not, then, sympathise with us on here on the manner in which we live; sympathise with us rather on the black prospect of our ever being able to make enough wealth to retire ere our sun is set and live our last days in the land that gave us birth.

### THE IRISH LAND QUESTION.

As the result of interviews with the Duke of Abercorn, Lord Dunraven, Mr. John Redmond and others, the Associated Press Agency of America announces authoritatively that the following is the situation as regards the plan of finally settling the Irish Land Question:—All the interested parties, Nationalists, Unionists, landlords and tenants, are now, for the first time in the history of Ireland, in agreement upon the lines of the Dublin Conference. They have joined forces in bringing pressure on the Government to make Mr. Wyndham's forthcoming Bill agree in spirit with the recommendations of the Conference, and all indications point to the Bill conceding those demands. It will be introduced in Parliament at the end of March, and, if passed, will accomplish what Mr. Redmond and Lord Dunraven agree in saying will be one of the most extraordinarily peaceful revolutions ever effected. If Mr. Wyndham, for lack of funds or other causes, fails to meet the views of the Conference, he will have on his hands, according to Mr. Redmond, "an Ireland such as the world has never seen."

Mr. Redmond adds:—"If this agreement of keenly opposing parties lacks fulfilment through the Government's refusal, there will be twice as many Members of Parliament in gaol and twice as many counties under the ban of the Crimes Act, than there were prior to the present truce. This truce will be continued until the terms of the Bill are developed. A great Nationalist Conference, at which Bourke Cockran, of New York, will be one of the principal speakers, will meet in Dublin in April to take action on the subjects."

### LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Kobe at 7 a.m. on the 18th inst., and left again at 1 p.m. same day for Yokohama, where she is due to arrive at 1 p.m. to-day.

The steamer *Lightning*, from Calcutta, left Singapore for this port yesterday afternoon.

The N.Y.K. steamer *Kumano Maru* (Australian Line) left Kobe via Moji and Nagasaki for this port on the 17th inst., p.m., and is expected here on the 24th inst.

The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Kobe via Moji for this port on the 16th inst., p.m., and is expected here on the 22nd inst.

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Hongkong, 14th March, 1903. [109]

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Care of Comptroller, NIPPON YUSEN KAISHA, 1st Floor No. 1, Prince's Buildings, Chater Rd. Hongkong, 5th December, 1902. [83]

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**SPANISH PROCUSSION.**  
Hongkong, 1st January, 1903. [73]

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Hongkong, 3rd January, 1902. [72]

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Hongkong, 2nd March, 1903. [681]

**BOARD AND RESIDENCE.** **MRS. GILLANDERS,** "GLENDWOOD," 21, CAINE ROAD. Hongkong, 20th September, 1902. [2515]

**PRIVATE BOARD AND RESIDENCE.** **N. O. 12 and 14, QUEEN'S ROAD CENTRAL.** Entrance by Zeland Street. Hongkong, 3rd March, 1903. [700]

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Hongkong, 14th February, 1903. [152]

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**THE AMERICAN SYSTEM OF DENTISTRY.** **DR. M. H. CHAUN,** 27, DES VAUX ROAD CENTRAL HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1902. [776]

## SIDE-LIGHTS AND LARGE STEAMERS.

With the object of eliciting the opinions of competent men on a matter affecting the public safety at sea, Mr. Basil C. Combe, master mariner and Younger Brother of the Trinity House, has addressed to the Master and Elder Brethren of the Trinity House the following open letter, with a request for their favourable consideration of it:—

"SIR,—I respectfully beg leave to submit to the Master and Elder Brethren of the Trinity House a suggestion for a simple and inexpensive improvement in the regulations for side-lights of vessels at sea. Now that there has been so great an increase in the number of monster steam vessels carrying passengers, navigated at great speed and lighted by electricity, a difficulty which I have long felt to be serious has become intensified. On passing or overtaking such vessels, large or of intermediate size, with tier upon tier of electrically lighted cabins, it is often impossible to pick out the red or green side-lights (generally modest oil-lamps) from the glare, and but for the now happily common double masthead lights (one at the fore and one at the main) one cannot tell in which direction such a vessel is travelling. However, these double lights tell only part of her movements, and by no means permit us to dispense with side-lights. The rule of the road at sea has still to be maintained. I cannot do better than give an instance in point. A present member of my ship's company was recently a passenger by one of these great liners. On meeting at sea a sister ship he remarked to the captain that he could not make out her side-light. The captain answered, 'I can, because she was my last command, and I know where to look for it.'"

"My suggestion is that the remedy is to be found in screening all cabin-lights at sunset when the order is given for the regulation lights to be exhibited, and that each cabin porthole on the starboard side be screened by a small green curtain, with red curtains on the port side. These curtains should not be too thin to permit beams of light to travel any great distance but thick enough to produce merely a green or a red shimmer near at hand. The side-lights could then readily be picked out. To determine the exact thickness and colour of the material would be a matter of simple experiment. Of course, dark curtains shutting in all light would be almost equally effective. The extra work of drawing these curtains is, of course, trifling, and the cost inconsiderable compared with the advantage to be derived from the system. Without wishing to sound any alarm, I maintain that many an unknown risk is run by the travelling public and by our seafaring men under the present absurd and reckless system, and in the interest of all I venture to appeal to the Elder Brethren to give my proposal their favourable consideration. It is, moreover, only by their influence that such a regulation could obtain international effect."

"I cannot resist the conclusion that the present practice is an infringement of the spirit of Article 1 of the 'Regulations for Preventing Collisions at Sea' (Order in Council of November 27, 1866), which reads:—'The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.' The glare from electrically lighted cabins cannot, of course, be 'mistaken for' side-lights, but it hides them, and the present practice merely evades the spirit of the rule. If the rule were re-worded, it would have the desired effect. In order to obtain a possible practical improvement on this suggestion, I have ventured respectfully to make this an open letter to the Elder Brethren, and to send a copy of it to the Editor of the Times."

## IMPRESSIONS OF THE SIBERIAN JOURNEY.

Mr. Hitomi, the eminent Japanese journalist, says the Japan Times, has just returned from Europe by way of the Siberian Railway and has been interviewed by a representative of the Osaka Mainichi. After stating that the distance between St. Petersburg and Dalny is covered in 18 days by train; that the through train leaves St. Petersburg thrice a week, namely on Monday, Wednesday and Saturday—the Sunday express being provided with sleeping cars; that as far as Irkutsk from St. Petersburg, the train accommodation is excellent and equal to that found in Europe; and that at Irkutsk the passenger has to stop for twelve hours, and then to proceed to Baikal station, when he has to cross the lake by sledge in winter and by steamer in other seasons, Mr. Hitomi said:—

"It was on the morning of the 6th of February that I was running in a sledge across the lake when the sun rose on the lake, the entire face of which reflected a blue colour. The lake has an area of 38,179 square kilometres and can be crossed in five hours. In the midst of the lake is to be found a small wooden house, where the travellers can warm themselves. This house has a stove and the proprietor can provide soup. The lake freezes about Christmas or New Year's Day, and the ice is three feet

thick. With the construction of the Baikal railway, the through service of the trans-Siberian Railway will be brought to completion by July next."

With regard to the Manchurian Railway, Mr. Hitomi referred to the fact that Chinese merchants are not admitted into the station compound, while the Russians are permitted to approach the travellers freely. He said:—"The Russians have no intention of withdrawing their soldiers from Manchuria. There are 1,000 troops at Newchwang and a regiment in Dalny. Under the pretext of protecting the railway, they are pushing forward all sorts of undertakings in Manchuria with extreme activity. Russia, which has now established sole overland line communication existing between the East and West, wishes to control the trans-Pacific steamship service by inaugurating a service between Dalny and America."

Mr. Hitomi left the Manchurian Railway at Tonsihobiao in order to visit Newchwang. He was met by a horde of Chinese cab drivers at the entrance to Newchwang, and was only admitted to the city after being examined by a Russian soldier. The city is, Mr. Hitomi says, patrolled by Russian soldiers and Chinese police.

## GERMAN MILITARY PENSIONS.

The Imperial Secretary of State for the Treasury, Baron von Thielmann, made a statement in the Reichstag last month with regard to the Imperial pension fund for the veterans of the wars of 1864, 1866, and 1870-71. He said that this fund, which was established by setting apart £28,000,000 out of the war indemnity paid by France, had not for years past been in a position to meet the claims made upon it out of the income it produced. Recourse was had to appropriations of capital, and the fund would consequently be exhausted in course of time, probably not earlier than 1908 and not later than 1910. All the expenses now covered by the fund would then have to be incorporated in the ordinary estimates for the Empire."

Replying to the question whether assistance could be given from the fund to those veterans who, without being altogether past work, were unable to earn more than two-thirds of their former income, Baron von Thielmann said that it was not possible at present to ascertain how many persons fell within this category. The Prussian Minister for War had estimated that about 600,000 veterans of the former wars were still surviving. Allowing 100.0 for those who had died since this estimate was made, and allowing both for the 45,000 who already received a pension and the 12,000 who depended upon the special fund at the disposition of the Emperor, there remained over half a million veterans who as yet received no support from the fund. The machinery did not exist for investigating all these cases with a view to ascertaining the proportion of persons unable to earn two-thirds of their former income. Baron von Thielmann pointed out that a distinction must be drawn between veterans who drew a yearly pension of 120 marks (£8) from the Imperial pension fund and those who received special assistance from other sources in consideration of wounds or impaired health. It was estimated that 9,000,000 marks (£450,000) from the Imperial pension fund would be employed during 1903. This would provide pensions for 75,000 veterans at the rate of 120 marks a year."

**THE SUMMER SEASON** is full of dangers particularly for the children, who not knowing the results of eating unripe fruit, indulge themselves, with the usual gripping pains in the stomach as a consequence; mothers should have on hand at all times a bottle of Painkiller (Perry Davis') which will at once relieve the sufferer; it is a safe, simple remedy and it should be kept in every house. [238-21]

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Hongkong, 1st July, 1902. [134]

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**NOTICE.**

**FROM the 1st April next and until further notice the Price of BREAD will be TEN CENTS PER POUND.**

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**Hongkong, 16th March, 1903.**

**M. R. CHADWICK, Kew**

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**Hongkong, 14th March, 1903.** [839]

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To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and these vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & C.	FORMOSA	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON, & C., VIA PORTS OF CALL.	MALTA	Brit. str.	2 m.	C. L. W. Field	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON VIA GENOA	KINLUCK	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 31st inst.
LONDON	PINGSUEY	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 14th April.
LONDON	JASON	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 28th April.
LIVERPOOL VIA GENOA	AGAMEMNON	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 12th May.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	AWA MARU	Jap. str.	2 m.	N. Trenant	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	ERNEST SIMONS	Fr. str.	2 m.	.....	MESSAGERIES MARITIMES	On 24th inst., at 4 A.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 4th April, at Daylight.
BRISBANE, VIA PORTS OF CALL, VIA SINGAPORE, & C.	GLAUCUS	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 14th April.
BRISBANE, VIA PORTS OF CALL, VIA SINGAPORE, & C.	PAINE HINBICH	Ger. str.	2 m.	E. Heintze	MELCHERS & CO.	On 1st April, at Noon.
HAYRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	2 m.	von Doushron	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG	KONGSBERG	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 10th April.
HAYRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Doimt	HAMBURG-AMERIKA LINIE	On 21st April.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 5th May.
HAYRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Forck	HAMBURG-AMERIKA LINIE	On 19th May.
TRIESTE, & C., VIA SINGAPORE, & C.	NIPPON	Aus. str.	2 m.	Klausberger	SANDER, WHEELER & CO.	On 2nd June.
NEW YORK, VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	2 m.	.....	STANDARD OIL CO.	On 28th inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	APRIL	Brit. str.	2 m.	.....	DODWELL & CO., LD.	About 15th April.
VANCOUVER, VIA SHANGHAI, & C.	TARTAR	Brit. str.	2 m.	.....	CANADIAN PACIFIC R. CO.	On 6th May.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, & C.	EMPEROR OF CHINA	Brit. str.	2 m.	.....	CANADIAN PACIFIC R. CO.	On 1st April, at Noon.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, & C.	QANPA	Brit. str.	2 m.	.....	DODWELL & CO., LIMITED	On 24th inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, & C.	LYRA	Brit. str.	2 m.	G. V. Williams	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, & C.	SHINANO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 7th April, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, & C.	SACHSEN	Jap. str.	2 m.	H. Christensen	NIPPON YUSEN KAISHA	On 28th inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, & C.	INDRABHAMA	Brit. str.	2 m.	R. E. Craven	PORTLAND & ASIATIC S.S. CO.	On 27th inst., at 4 P.M.
PORTLAND, OREGON	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 6th April.
AUSTRALIAN PORTS	CHENG U	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	On 9th April, at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.	Martiniello	SANDER, WHEELER & CO.	On 21st inst., at Noon.
YOKOHAMA & KOBE	FRANZ FERDINAND	Aus. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SOCOTRA	Brit. str.	2 m.	C. E. Longden, R.N.R.	P. & O. S. N. Co.	On or about 25th inst.
MOJI & KOBE	PERIN	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	To-day.
KOBE	CHINUTU	Brit. str.	2 m.	.....	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
KOBE & YOKOHAMA	WAKABA MARU	Jap. str.	2 m.	J. B. MacMillan	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	SINGAN	Brit. str.	2 m.	W. Franke	MELCHERS & CO.	On 22nd inst., at Daylight.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SACHSEN	Ger. str.	2 m.	Bellon	P. & O. S. N. Co.	About 28th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	MARIA VALERIE	Brit. str.	2 m.	F. L. Summers	OSAKA SHOSSEN KAISHA	On 22nd inst.
SHANGHAI	BALLAARAT	Jap. str.	2 m.	I. Goto	OSAKA SHOSSEN KAISHA	On 25th inst.
TAMSAI, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	T. Saito	DOUGLAS LAFRAIK & CO.	On 1st April.
FOOCHOW, VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	1 m.	Rosch	BUTTERFIELD & SWIRE	On 25th inst.
ANPING, VIA SWATOW & AMOY	HATAN	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, AMOY & FOOCHOW	NANCHANG	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 28th inst.
SWATOW, CHEFOO & TIENSIN	HANGCHOW	Brit. str.	2 m.	.....	TOYO KISEN KAISHA	To-morrow, at Noon.
CEBU & ILOILO	KAPONG	Brit. str.	2 m.	.....	SHEWAN, TOMES & CO.	On 21st inst., at 10 A.M.
CEBU & ILOILO	ROHILLA MARU	Jap. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 6th April.
MANILA	ZAFIRO	Brit. str.	2 m.	.....	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
MANILA DIRECT	LONGSANG	Brit. str.	2 m.	.....	JARDINE, MATHESON & CO.	On 24th inst., at Noon.
MANILA	SUNGIANG	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 21st inst.
MANILA DIRECT	RUBI	Brit. str.	2 m.	.....	SHEWAN, TOMES & CO.	On 23rd inst., at 10 A.M.
MANILA	HINOTU	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 6th April.
BOMBAY, VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	2 m.	.....	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	2 m.	.....	JARDINE, MATHESON & CO.	About 24th inst.
SINGAPORE, COLOMBO & BOMBAY	NANKIN	Brit. str.	2 m.	.....	P. & O. S. N. Co.	

## SHIPPING.

**ARRIVALS.**  
Mar. 17, CHOWTAN, German str., 1,115, H. Torv, Bangkok 11th March, Rice.  
Mar. 17, HUE, French steamer, 705, Godinau, Haiphong and Kwangchow 16th March, General—A. H. MARTY.  
Mar. 17, TETARTO, German str., 1,570, W. A. Dime, Singapore 11th March, Rice, SIEMSEN & CO.  
Mar. 18, ABEL, Norwegian str., 2,200, J. Rafen, Wulu and Chinkiang 12th March, Rice and Groundnut—ORDEN.  
Mar. 18, AMARA, British str., 1,566, G. J. Mottek, Surabaya 8th March, Sugar—J. ROYCE, MATHESON & CO.  
Mar. 18, DAIGI MARU, Japanese str., 847, T. W. Groves, Tamsui via Amoy and Swatow 15th March, General—OSAKA SHOSSEN KAISHA.  
Mar. 18, DECIMA, Ger. str., 734, H. Schliakier, Wulu and Chinkiang 15th March, Rice—SANDER, WHEELER & CO.  
Mar. 18, EMPRESS OF CHINA, British str., 3,003, R. Archibald, R.N.R., Vancouver 24th Feb., Mail and General—C. P. R. CO.  
Mar. 18, LUT, NESSACK, German str., 1,161, E. Heintze, Chinkiang 11th March, Rice and General—EAST ASIATIC TRADING CO.  
Mar. 18, LANSKIL, British str., 2,224, J. McGilivray, London and Singapore 12th March, General—MCGREGOR BROS. & CO.  
Mar. 18, HAITAN, British str., 1,265, J. S. Roach, Swatow 17th March, General—DOUGLAS LAFRAIK & CO.  
Mar. 18, HELINA, U.S. gunboat 1,391, Staunton, Manila 15th March.  
Mar. 18, RUPEE, British str., 1,204, Mentbrel, Saigon 13th March, Rice—BUTTERFIELD & SWIRE.  
Mar. 18, HONG MOH, British str., 2,555, Stack, Penang via Singapore 9th March, General—CHINESE.  
Mar. 18, MARA RICKMERS, German str., 1,017, H. Handelin, Wulu and Chinkiang 13th March, General—OCEANIC TRADING CO.  
Mar. 18, NESTOR, British str., 2,385, Baker, Shanghai 15th March, General—BUTTERFIELD & SWIRE.  
Mar. 18, OREGON, U.S. cruiser, 3,797, Burwell, Woonung 15th March.  
Mar. 18, REIN, Norwegian str., 736, H. Olsen, Bangkok 11th March, Rice, CHINESE.  
Mar. 18, SKULD, Norwegian steamer, 214, J. Hrudiksen, Bangkok 10th March, Rice—CHINESE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
18th March.  
Athens, British str., for Shanghai.  
Chiyong, British str., for Shanghai.  
Hue, British str., for Kobe.  
Iyadene, British str., for Saigon.  
Taifu, German str., for Wulu.  
DEPARTURES.  
18th March.  
ATHINIAN, British str., for Vancouver.  
CARL DIEDERICHSEN, Ger. str., for Haiphong.  
CHOYASA, British str., for Shanghai.  
HAMBURG, German str., for Europe.  
HONGKONG MARU, Japanese str., for Shanghai.  
HUPH, British str., for Kobe.  
KIKIANG, British str., for Ningpo.  
MACHANO, British str., for London.  
MAIZURU MARU, Japanese str., for Swatow.  
MALAYA, Russian str., for Singapore.  
PROGRESS, German str., for Toulon.  
SATOKU MARU, Japanese str., for Saigon.  
SELUN, Norwegian str., for Wulu.  
THALES, British str., for Swatow.  
WAKAMATSU MARU, Jap. str., for Nagasaki.

## VESSELS IN DOCK.

18th March.  
ABERDEEN DOCK.—K. WAGON DOCK.—Kishida, Compania de Filipinas, Sherman, Isla de Cuba, Paul Doumer, Zofro, H.M.S. Bramble.  
COSMOPOLITAN DOCK.—Eclipse.  
SHIPPING REPORTS.  
The German steamer *Elia Nessack*, from Chinkiang 11th inst., had northwesterly and easterly winds, rain and fog during voyage.

The British steamer *Chowtan*, from Bangkok 11th inst., had fine weather with southerly and easterly winds during the whole voyage.  
The British steamer *Glenhead*, from Singapore 12th inst., had light N.E. to S.E. wind with fine, clear weather to 100 miles of Gap Rock; thence strong N.E. wind with drizzling rain to port.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—  
Eclipse, British 4-m. barque, McBryde—Standard Oil Co.  
Rose, British barque, Thomas Pow—Siemens & Co.

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STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship  
"FRANZ FERDINAND"  
Captain Martinich, will leave for the above places TO-DAY, the 19th inst., P.M.  
The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
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Hongkong, 14th March, 1903.

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## THE Company's Steamship

## "HAITAN"

Captain Roach, will be despatched for the above ports TO-MORROW, the 20th inst., at 11 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 18th March, 1903.

## IMPERIAL GERMAN MAIL LINE.

## FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "SACH-EN"

OF THE NORDDEUTSCHER LLOYD,  
Captain W. Franke, due here with the outward German Mail about THURSDAY, the 19th inst., A.M., will leave for the above places about 24 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 12th March, 1903.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

## "LAISANG"

Captain M. Courtney, will be despatched as above on SATURDAY, the 21st inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 14th March, 1903.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st Mar. at DAYLIGHT.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 24th Mar. at Noon.
SHINANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 24th Mar. at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, 25th Mar. at Noon.
WAKABA MARU	KOBE and YOKOHAMA.	FRIDAY, 27th Mar. at DAYLIGHT.
KUMANO MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TONSVILLE and BRISBANE.	FRIDAY, 27th Mar. at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 4th Apr. at DAYLIGHT.
TOSA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 7th Apr. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.  
A. S. MIHARA, Manager.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S.	Tons.	WEDNESDAY, 1st April.
"EMPEROR OF CHINA"	6,000	1st April.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd April.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 6th May.
"ATHENIAN"	3,882	WEDNESDAY, 13th May.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 27th May.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 3rd June.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 24th June.
"ATHENIAN"	3,882	WEDNESDAY, 15th July.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 22nd July.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 5th Aug.
"ATHENIAN"	3,882	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guides, Booklets of Passage and Freight, apply to  
D. E. FROWN, General Agent,  
Fедder Street.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	FORMOSA	10 A.M. 19th March	Freight or Passage.
SINGAPORE, COLOMBO and BOMBAY.	NANKIN	About 24th March	Freight only.
YOKOHAMA, VIA SHANGHAI, HAI and KOBE (Passing through the Inland Sea).	SOCOTRA	About 24th March	Freight only.
MOJI and KOBE	PERIN	About 25th March	Freight only.
LONDON DIRECT	MALTA	Noon, 24th March	See Special Advertisement.
SHANGHAI	BALLAARAT	About 28th March	Freight or Passage.

PASSENGER SEASON 1903.  
For MARSEILLES, PLYMOUTH and LONDON DIRECT, WITHOUT TRANSIT, apply to  
MALTA, 6,064 Tons, 23th March.  
For further Particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, 19th March, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR PORTLAND, OREGON.  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRABHAMA"	5,197	R. P. Craven	March 26, 1903
"INDRABHAMA"	4,899	W. E. Craven	April 16, 1903
"INDRABHAMA"	4,899	A. E. Hollingsworth	May 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.

Hongkong, 19th March, 1903.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAYRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 24th Mar. Freight.
KONIGSBERG	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 10th April. Freight & Passengers.
SAMBIA	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 21st April. Freight.
SERBIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 5th May. Freight.
SAXONIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 19th May. Freight.
SEGOVIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.

## HAMBURG-AMERIKA LINIE.

## HONGKONG OFFICE.

## QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	1st April
SACHSEN	15th April
KLATSCHOU	29th April
BAYERN	13th May
STUTTGART	27th May
BOON	11th June
PREUSSEN	25th June
HAMBURG	9th July
PRINZ HEINRICH	23rd July
HAMBURG	6th August

\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 1st day of April, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain E. Heintze, with MAIL, PAS



## OCEAN STEAM SHIP CO., LD

AND

CHINA MUTUAL STEAM  
NAVIGATION CO., LD.  
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"MENELAUS"	On 28th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON VIA GENOA	"KINTUCK"	On 31st March.
LONDON	"PINGSUEY"	On 14th April.
LONDON	"JASON"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.

## LIVERPOOL BERTH

LIVERPOOL VIA GENOA	"DEUCALION"	On 23rd April.
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## CONTINENTAL BERTH

MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 14th April.
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## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 23rd March.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th March, 1903.

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CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
KOBE and ILOILO	"CHINGTU"	On 18th March.
SHANGHAI	"HANGHOU"	On 20th March.
SWATOW, CHEFOO and TIENTSIN	"SINGAN"	On 21st March.
MANILA	"NANCHANG"	On 25th March.
CEBU and ILOILO	"SUNGKIANG"	On 25th March.
MANILA	"KAIPONG"	On 25th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 6th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th March, 1903.

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## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rogers	Manila Direct	Sat. 21st Mar., 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct	Sat. 28th Mar., 10 A.M.
PERLA	1880	McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 16th March, 1903.

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## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 22nd March.
TAMSAI, VIA SWATOW AND AMOY	"DAIUN MARU"	SUNDAY, 29th March.
FOOCHOW, VIA SWATOW AND AMOY	T. Ogata	March.
ANPING, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 25th March.
AND AMOY	I. Goto	March.
	"MAIDZURU MARU"	WEDNESDAY, 1st April.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co's Wharf at the Customs' water front premises at Tamai to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 19th March, 1903

T. ARIMA, Manager

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TOYO KISEN KAISHA  
MANILA  
LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

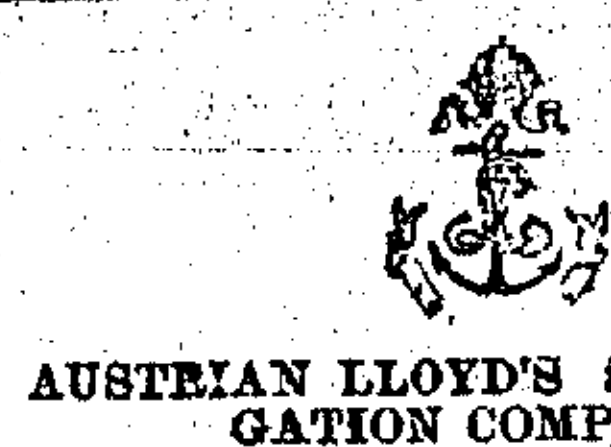
Steamship	Captain	Tons	Sailing Date
BOHILLA MARU	E. P. Bishop	3869	Friday, 20th March, at Noon.
ROSETTA MARU	N. Tate	3870	Tuesday, 24th March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 17th March, 1903.

K. NAKASHIMA, Manager

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AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM TO SHANGHAI, YOKOHAMA  
AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"  
Captain Berlerovich, will leave for the above  
places on SUNDAY, the 22nd inst., at DAY-  
LIGHT.

This Steamer has capital accommodation for  
Passengers, Electric Light and carries a Doctor.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes' Buildings,  
Hongkong, 17th March, 1903. [877]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 24th March, 1903, at  
8 A.M., the Company's Steamship  
"ERNEST SIMONS" will leave this  
Port for MARSEILLES, via BOMBAY.  
This Steamer carries at COLOMBO with  
the s.s. "Polymeron," which vessel takes on her  
Passengers and Mails, leaving that port on the  
4th April, direct to Suez, Port Said and  
Marseilles.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon  
only on Monday, the 23rd March. Specie and  
Parcels received until 4 P.M., on the same day.  
No Cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 12th March, 1903. [2]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, RAN-  
GOON, CALCUTTA, COLOMBO, ADEN,  
SUEZ, PORT SAID.  
(Taking Cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADEBIATIC PORTS).

THE Company's Steamship

"NIPPON,"  
Captain Klausberger, will be despatched as above  
on SATURDAY, the 28th inst., P.M.

For information as to Passage and Freight,  
apply toSANDER, WIELER & CO.,  
Agents,  
Princes' Buildings.

Hongkong, 14th March, 1903. [3]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BRASIL, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"  
Captain C. L. W. Field, carrying His Majesty's  
Mails, will be despatched from this for Mar-  
seilles and LONDON DIRECT, on SATUR-  
DAY, the 28th March, at Noon, taking  
passengers and cargo for the above ports.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to

E. A. HEWITT,  
Superintendent.

Hongkong, 16th March, 1903. [1]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN, and QUEENSLAND  
PORTS, and taking through Cargo to ADE-  
LAIDE, NEW ZEALAND, TASMANIA, &c.).

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above on  
THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a refrigerating cham-  
ber, which ensures the supply of fresh pro-  
visions, ice, &c., throughout the voyage.

The Steamer is installed throughout with  
the electric light.A stewardess and a duly qualified surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 17th March, 1903. [879]

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).
PROPOSED SAILINGS FROM HONGKONG,  
1903.

"AFRIDI" About 15th April.  
"RICHMOND CASTLE" 30th April.  
"SAGAMI" 15th May.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 7th March, 1903. [3494]

## REGULAR STEAMSHIP SERVICE

TO  
NEW YORK VIA PORTS AND SUEZ  
CANAL

(With liberty to call at Philippine Ports).

Proposed sailing from Hongkong.

THE Steamship

"SENECA"

will be despatched for the above ports on or  
about 30th March.For Freight and further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK.Oriental Freight Department,  
Agents.

Hongkong, 13th March, 1903. [829]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. Austin, R.N.R.

DAILY Departure from Hongkong to  
Macao at 8 A.M., from Macao to Hong-  
kong at 2 P.M., Sunday included.1st Class fare (including cabin and servant),  
\$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central  
Market, at Macao, C. M. S. N. Company's  
Wharf.For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
81, Queen's Road Central.

Hongkong, 25th February, 1903. [849]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao  
daily at 8 A.M. (Sunday included).Departures from Macao to Hongkong daily  
at 2 P.M. (Sunday included).This steamer is the fastest and has superior  
Cabin accommodation.

FARES:

1st Class ... .. \$2.00

2nd ... .. 1.00

3rd ... .. 0.50

Further Particulars may be obtained at the  
Office of theWING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West.

Hongkong, 11th March, 1903. [646]

CHINA NAVIGATION CO.,  
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE  
MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH  
ELECTRIC LIGHT. FIRST CLASS ACCOM-  
MODATION. UNRIVALLED TABLE. DULY  
QUALIFIED SURGEON CARRIED.BUTTERFIELD & SWIRE  
AGENTS.

Hongkong, 9th January, 1903. [230]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [8]

**COX SEED CO.**

Vegetable Seeds, Tree  
Seeds, Flower Seeds,  
Ornamental Trees, &  
Shade Trees, Fruit  
Trees, Small Trees.

Exporters of Alfalfa,  
Clover and Grass  
Seeds and every-  
thing for the Garden.

CATALOGUE  
FREE ON APPLICATION

SEED GROWERS AND NURSERYMEN  
411-415 SOUTHERN ST., San Francisco, Cal.

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic feet of Cold  
Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sundays  
excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager

Hongkong, 18th November, 1901. [65]

EXQUISITE IN FLAVOR.

Highly concentrated, perfect in solubility,  
hence the most nourishing and easily digested.van Houten's  
Cocoais a perfect beverage, light and delicate,  
invigorating and sustaining. It is easy to  
make, and cheaper in use than any other.

Best &amp; goes farthest.

[2117-8]

## NOTICES OF FIRMS

THE CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

NOTICE.

CONSEQUENT upon the retirement of  
Mr. W. H. RAY, owing to ill-health,  
Mr. JAMES WHITALL has, from this  
date been appointed SECRETARY of the  
above Company.

By Order of the Board of Directors.

E. W. MATTLAND,  
Acting Secretary.

Hongkong, 17th March, 1903. [861]

NOTICE.

NOTICE IS HEREBY GIVEN that as  
from the 14th February, 1903, HU  
WUE KIU has ceased to be FOREMAN of  
WING FAT & CO., Printers and Stationers,  
and that he is no longer entitled to receive  
orders nor collect accounts for the said Firm.

WING FAT & CO.,  
25, Pottinger Street.

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